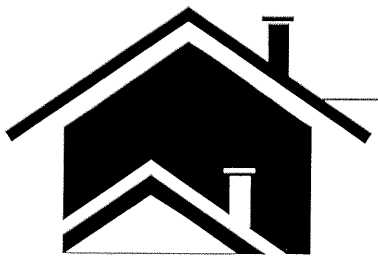
ASSET PROFILE
Issue Area: Transportation

Transportation is paramount to connecting Cluster residents to jobs. According to the 1990 Census, 53.8 percent of households in Cluster 6 had access to at least one vehicle. Three major freeways run through the Cluster: I-96(Jeffries), I-94 (Edsel Ford), and M-10 (John C. Lodge). The freeways serve as major job arteries and linkages for connecting commuters to potential and existing neighborhood commercial facilities. Future retail and job centers should be considered when freeway construction is taking place to maximize employment and retail utilization in our commuter oriented society. Just minutes north of the Cluster is access to the Davison Fwy. which recently re-opened after nearly two years of major pavement, expansion and exit changes, including a new Woodward exit which was created to connect commuting traffic to the recently developed retail strip developed along Woodward and Manchester. The concern for connecting freeways within Cluster 6 to retail facilities was stated in one of the Transportation Recommendations.

Cluster 6 has numerous commercial streets running through it including W. Grand Blvd, W. Davison Ave., Livernois Ave., W. Warren Ave., Tireman, Joy Rd., Grand River Ave., Linwood Ave., Dexter Ave., Rosa Parks Blvd., Woodrow Wilson. With the creation and expansion of freeways in and around Detroit, southeastern Michigan became highly competitive in terms of job centers and commercial facilities. Freeways have led to a diminished role of commercial streets (as mentioned in the Neighborhood Commercial Facilities and Job Centers Regional Context discussed previously in this report), documented by the low Annual Average Daily Traffic (AADT) count along these thoroughfares (SEMCOG). Please refer the AADT count chart on the next page.

Among the DDOT bus routes that travel through Cluster 6 are Linwood Ave., Dexter Ave, Hamilton, Schoolcraft, Fenkell, Tireman, Joy, Woodrow Wilson, Crosstown, Grand Belt, Imperial Limited, Dexter Limited, and the Grand River (please refer to **DDOT Route Map** at the end of this section). In addition to the many paved thoroughfares within the Cluster, Cluster 6 has rail road tracks running along the southwestern region of the Cluster. The Amtrak train station is located less than a mile from Cluster 6 at Milwaukee and Woodward.



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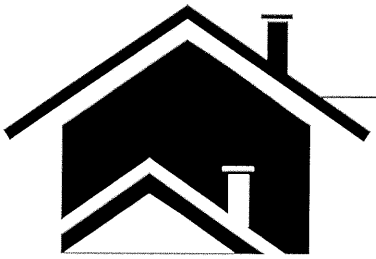
The most highly traveled routes by Annual Average Daily Traffic (AADT) count:

Table #16

LOCATION	AADT COUNT
Davison at Dexter/Linwood	33,759
Grand River at Livernois/W. Chicago	5,113
Grand River at Joy Rd./W. Chicago	3,535
Livernois at I-94/McGraw	24,394
Livernois at Davison/Oakman	22,163
Livernois at Grand River/I-96	22,855
I-96 at W.Grand Blvd./I-96/I-94 ramp	94,400
I-96 at Tireman/ W. Grand Blvd.	105,949
M-10 at Seward/ North M-10 at Clairmount South M-10	120,000
M-10 at Milwaukee/ South M-10/ I-94	119,359

Major retail outlets within the Cluster are located at Rosa Parks Blvd. between Euclid and Blaine (Virginia Park Community Shopping Plaza); at Grand River Ave. and Oakman Blvd.; and along Livernois between Oakman Blvd. and Davison Ave. The Virginia Park Community Plaza and the retail sites at Grand River Ave. and Oakman Blvd. had AADT counts so low that they were excluded from this chart (counts of 13,792 were recorded at Grand River between Oakman and Plymouth; and 8,269 for Rosa Parks Blvd. between Pingree and Clairmount for the Virginia Park Community Shopping Plaza). The retail site along Livernois between Oakman Blvd. and Davison Ave. has an AADT count of 22,163. Retail sites within the Cluster have a relatively low AADT count, yet they continue to thrive as they primarily serve customers who either live or work within walking distance of these facilities.

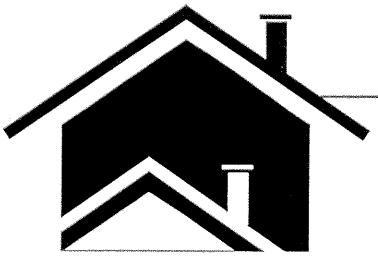
To maximize future investment opportunities along the traditional commercial thoroughfares within the interior of the Cluster such as Livernois Ave., Linwood Ave., Rosa Parks Blvd., pedestrian-oriented storefronts and commercial facilities could be developed. Retail sites within walking distance of residents are crucial to this Cluster as 46.2 percent of all households within Cluster 6 are without an automobile. Grand River Ave., one the four radial streets within Detroit, could serve as a site for developing larger commercial retail facilities. It is currently suffering from under-utilization, while the other radial streets, Woodward, Jefferson, and Gratiot, continue to show viable, large scale commercial retail development. These other radial streets also have healthy streams of traffic flow.



The decreased volume in traffic along Grand River Avenue may be attributed to several factors. First, the length of Grand River Avenue running through the Cluster is literally in the shadow of I-96. Second, this stretch of Grand River Avenue is in need of repaving. Third, the surrounding residential area, particularly east of Grand River, has declined and, consequently, stretches of the Grand River commercial strip are in varying degrees of advanced decline.

Grand River's strongest assets are its size, unique history, and architectural layout in relation to Detroit and other regions within the state. Grand River Avenue is the widest street (lane wise) in the Cluster and is comparable to Gratiot on the east side of Detroit as both have the distinction of being radial streets bisecting the city diagonally. Grand River Avenue also has the distinction of being one of the longest running streets in the state, extending from the Central Business District to Lansing, the state's capital.

Traveling several miles northwest on Grand River Avenue into Cluster 8, the street conditions change into a vibrant major thoroughfare. In Cluster 8, no freeway runs parallel to this stretch of Grand River Avenue. This section of Grand River Avenue is not in a state of disrepair, and it is adjacent to solid housing stock. The answer to revitalizing this stretch of Grand River Avenue may lie in developing the residential area immediately surrounding this commercial avenue. In addition to improving the residential conditions adjacent to Grand River Avenue, repaving this avenue and creating exits from I-96 to Grand River Avenue could attract family-oriented retail facilities, such as Home Depot and Target. These proposed changes are based on the concerns stated by Cluster board members and community stakeholders during focus groups, and the visioning and goal setting stage of the CRS process. A recommendation was made to attract commuters to the Cluster by creating exits from freeways to major commercial developments, similar to the new construction of the Woodward exit on the Davison Freeway which was created to connect commuters to new retail development at Woodward and Manchester. Another strong asset of Grand River Avenue is its DDOT route which is one of the more reliable, efficient routes within the city. In addition to Grand River Avenue, other major road arteries located near freeways could link commuter traffic such as Davison Avenue, Livernois Avenue and Grand Boulevard.



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Residents identified the lack of transportation alternatives and the absence of DDOT and Southeastern Michigan Area Regional Transportation (SMART) connecting routes within the Cluster as a major transportation issue (see map on next page). Elected officials, employers and residents alike have long recognized the need for a coordinated regional transportation system. Transportation linking Detroit residents to training and employment is critical to Cluster 6 as it may directly impact their accessibility to employment opportunities in the region. A recommendation was proposed by the Cluster Board to address this last point.

Transportation Improvement Program For Southeastern Michigan

The following citywide transportation projects have been proposed for 1998:

- Replace up to five paratransit vehicles
- Resurface roadways as required
- Create geometric changes and signal revisions*
- Revise and connect new signals and signal system upgrade by upgrading controllers and creating one network computer station.

* An example of geometric changes and signal revisions would be to create and properly marked left lanes at busy intersections and create a left turn signal with green and yellow arrows to reduce the frequency of accidents occurring from left turns at this intersection.